



Metro

Daily Brief

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CEO Roger Snoble

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Key September CTC Funding Actions for Los Angeles County

September's regular meeting of the California Transportation Commission (CTC), was held in Santa Barbara from the 6th - 7th. The Commissioners approved a resolution allocating \$43.8 million in State Transportation Improvement Program (STIP) AB 3090 Reimbursement funds for the Metro Gold Line Eastside Extension (MGLEE) Project. In April 2003, the CTC approved STIP Amendment 02S-052 authorizing Metro to advance the project with local funds and obtain later reimbursement of \$43.8 million in FY 2006-07, as requested by Countywide Planning and Development.

Also at the meeting (as recommended by CalTrans staff) the Commissioners decided to defer early repayment of Metro's \$166.9 million, MGLEE Traffic Congestion Relief Program Letter of No Prejudice (TCRP LONP) repayment request. Under the TCRP LONP Guidelines adopted by the CTC in August 2003, repayments of TCRP LONPs do not move to the top of the CTC's allocation vote priority list until a project is completed. The MGLEE Project is scheduled to be completed in 2009. Attempting to capitalize on an opportunity for sufficient TCRP funds in FY 2007 for early repayment, Countywide Planning had submitted an early repayment request to the CTC before project completion. CalTrans, however, does not believe that sufficient funds now exist, and so they recommended that the CTC defer Metro's request according to previously adopted CTC Guidelines.

Countywide Planning has been informed by CalTrans that they will complete a review of the TCRP funding demands in October. On the November ballot,

California voters also will decide the fate of Proposition 1A, which includes protections for transportation funding derived from the sales tax on motor vehicle fuels that are dedicated to traffic congestion relief projects, safety improvements, and local streets and roads. The CalTrans analysis combined with voter approval of Proposition 1A could positively influence the availability of TCRP funds and allow for early repayment. Should this option not be allowed later this year for the MGLEE TCRP LONP, Countywide Planning will pursue early repayment again in FY 2008. This would then be followed by seeking a designation of "top-priority repayment" at completion of the MGLEE Project in calendar year 2009. Because the TCRP LONP repayment is for project funding that is already programmed and secured, there will be no impacts to the MGLEE project budget or schedule due to the CTC deferral.

Metro Settles El Nino Builders Risk Claims

Earlier this week, Metro received payment of \$2 million from Allianz Insurance in settlement of the agency's claim against the Metro Red Line Segment II Builder's Risk policy for damages to the Sunset/Vermont and Vermont/Beverly stations incurred during the El Nino storms of 1997-1998. Allianz originally denied most of Metro's claim for repair costs, alleging that the damages were "consequential damages" excluded from coverage under the builder's risk policy. The dispute was resolved through a process that used both arbitration and mediation, in lieu of more costly litigation.

Last month, Allianz also paid Metro an additional \$538,082 following an arbitrator's ruling regarding application of the appropriate deductible. Allianz initially applied the \$500,000 "water damage" deductible to the agency's El Nino claims. Metro argued that the \$25,000 "all other perils" deductible should apply instead. The arbitrator agreed with Metro.

Metro Board Members and Staff to Participate in Los Angeles Regional Growth Dialogue

The Los Angeles Regional Growth Dialogue will be held on Monday, September 11th from 10:00am to 1:00pm at the Los Angeles Area Chamber of Commerce (LA Chamber). Regional Growth Dialogues are facilitated by the California Center for Regional Leadership (CCRL), a statewide non-profit organization dedicated to promoting innovative regional solutions for the state's major economic, environmental, and societal challenges. Next Monday's Dialogue (sponsored by the Chamber and the Los Angeles County Economic Development Corporation (LAEDC)) will be on the topic of "State Bonds and Regional Infrastructure Needs." Director David Fleming will be the event's moderator.

The Dialogue will also include a panel discussion on Propositions 1B-1E and 84 and Los Angeles' Proposition H. The panel will include: former Assembly Speaker Robert Hertzberg; Lynn Jacobs, Director, California Department of Housing and Community Development; Bill Bogaard, Mayor, City of Pasadena; Director Doug Failing; James Starbird, City Manager, City of Glendale; Patrick DeChellis, Deputy Director of Public Works, County of Los Angeles; Gloria Jeff, General Manager, City of Los Angeles Department of Transportation; and David Yale, Metro's Director of Regional Programming, among others.

Orange County's Regional Growth Dialogue will be held the following day, Tuesday, September 12th.

LA SAFE Freeway Call Box Program

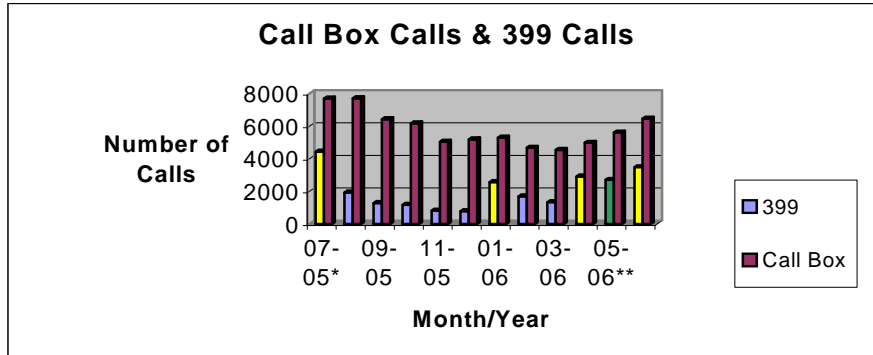
Earlier today, the *Los Angeles Times* interviewed the Los Angeles County Service Authority for Freeway Emergencies (LA SAFE) staff regarding the Freeway Call Box program. Staff reported that a study looking evaluating the program is currently underway and is expected to be completed by the end of the year. The review is analyzing the area freeways being served by call boxes and the success of the program in assisting motorists. The reporter was also given statistics on usage of the system years throughout the past decade. The numbers show that in 1998, LA SAFE received 342,610 calls from motorist compared to just 80,240 calls received last year (2005). Staff also highlighted Metro's new #399 cell phone number that was introduced last year (see below). It was explained that a heavy reliance on cell phones has dramatically reduced the need for motorists to use the call box system. Staff also reported that the area's call boxes are being updated to incorporate digital technology. The story is expected to run this weekend.

#399 Motorist Aid Program Update

Metro's #399 Motorist Aid Program operated by LA SAFE began on July 1, 2005. #399 is a number that may be directly dialed from motorists cell phones. The program was established primarily for the non-emergency needs of Los Angeles' drivers (tows, cabs, the reporting of potholes, etc.). The program received 25,129 calls in its first year of operation (July 1, 2005 to June 30, 2006). Of this total, approximately 52% of callers were reporting serious incidents and emergencies. These calls are immediately forwarded to the California Highway Patrol for response. The remainder, 11,785 calls were processed by Metro's Call Center.

Throughout #399's first year of operation, resolution times for calls decreased. At the beginning of the program, calls took an average of 2.2 minutes to dispense with. In recent months, conclusion has typically been reached in 1.9

minutes, with the main factor affecting average time being operator experience and training. Calls processed over the past year have included roadway hazards, freeway service patrol requests, auto club/tow request and general traffic information/travel time requests.



Marketing campaign

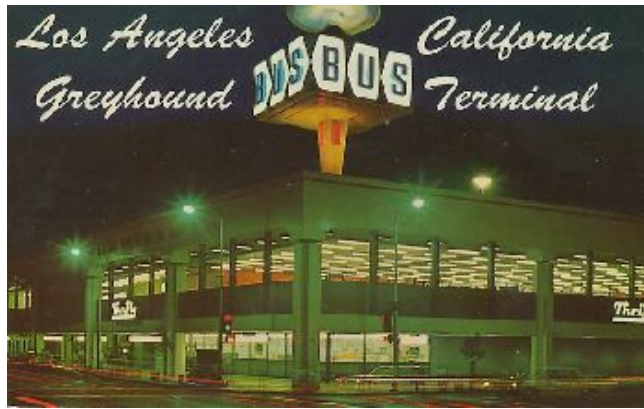
Marketing campaign targeting Spanish-speaking radio

Upcoming CEO Meetings and Events

Next week, I will be meeting individually with Director O'Connor and Supervisor Yaroslavsky. I will also meet with Supervisor Knabe, Director Lowenthal, Art Leahy of the Orange County Transportation Authority, the I-5 Joint Powers Authority and Gateway Cities COG for a joint Metro/OCTA coordination meeting. In addition, I will be participating in the Mobility 21 Coalition, General Managers' and the Regionwide CEO Meetings. I will also be speaking at the Transportation Solutions Summit sponsored by the Strategy Institute.

Of Note

On September 10th 1967, a joint Southern California Rapid Transit District (RTD)/Greyhound Depot at 6th and Los Angeles opened in Downtown Los Angeles. The depot was one of only a few two-story structures in which buses actually drove into the building and climbed to the top floor to meet passengers. The depot operated for 15 years, until September 12, 1982 when the RTD Board voted to relocate RTD services away from the joint depot to other downtown terminals. The facility was later demolished and buildings that stand on its old footprint now house segments of the garment district.



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